

The Sun

TUESDAY, JANUARY 31, 1905.

Entered at the Post Office at New York as Second Class Mail Matter.

Subscriptions by Mail, Postpaid.

DAILY, Per Month	80 50
DAILY, Per Year	9 00
SUNDAY, Per Year	2 00
DAILY AND SUNDAY, Per Year	8 00
DAILY AND SUNDAY, Per Month	70

Postage to foreign countries added.

Published by The Sun Printing and Publishing Association at 170 Nassau street, in the Borough of Manhattan, New York.

If our friends who favor us with manuscripts for publication wish to have their articles returned, they must in all cases send stamps for that purpose.

The Hon. Joseph Hodges Choate and His Successor.

Our distinguished Ambassador to the Court of St. James's seems to be closing business in both the official and the social way in preparation for his expected return to this country in the early spring. From Wednesday to Friday of last week he and Mrs. CHOATE were the guests of King EDWARD and Queen ALEXANDRA at Windsor Castle, where they were subjected to special and apparently affectionate attentions. It is reported that at dinner on Wednesday evening the King and Emperor formally addressed the uncrowned monarch of post-prandial oratory in a speech of very cordial and complimentary character, directly assigning to Mr. CHOATE the credit for the completion and clinching of the present excellent understanding between Great Britain and the United States.

Surely, if EDWARD's estimate of Mr. CHOATE's diplomatic achievements is not exaggerated, this Government has seldom if ever had a more useful representative in London. Although Mr. CHOATE will come home much poorer in pocket, owing to the miserably inadequate allowance of dollars voted annually by Congress to our Ambassadors, he will at least be richer in the consciousness that he has served his country well, and that both America and England hold him in gratitude.

The tone of the English press in general with respect to Ambassador CHOATE's services and approaching departure ought to make that gentleman's ears tingle most agreeably. With proper deference, however, to King EDWARD's view of Mr. CHOATE's conclusive part in the establishment of international amity, we beg leave to remark that the work begun by JAMES RUSSELL LOWELL and continued by PHILIPS BAYARD, JOHN HAY and JOSEPH HODGES CHOATE, can never be quite complete, never absolutely clinched beyond the possibility of undoing. If the contrary were true, but a small field would be left for the exercise of the talents of the diplomat who shall succeed Mr. CHOATE, except in matters of ordinary routine and the perfunctory performance of the duties relating to the same.

Such is clearly not the case. The preservation of a good understanding is as important and delicate a task as its cultivation and establishment. At no previous time has there been a greater opportunity for usefulness than that which awaits the next American Ambassador to England, or a period when intellectual ability in that high office, diplomatic tact and the personal qualities which denote acceptability have counted for more or commanded more certain rewards in the way of distinction.

Fashionable and Unfashionable Gambling.

On Sunday a clergyman of this town denounced the prevalence of gambling among women of the society of fashion and gave as an example an incident at a fashionable hotel where a woman had to intermit gambling "for the present" because she had lost \$1,500 at bridge in a single evening.

There is no reason to doubt that the information on which the preacher relied was correct. He said truthfully, also, that this gambling at bridge by women goes on extensively in both private houses and public hotels. Dinners are hurried through in order that the party may the sooner engage in gambling, and some of the women are noted as the sharpest and most grasping of gamblers. At the hotels in the South, where people of wealth and fashion gather in the winter, gambling at bridge proceeds rapidly and actively. Here in New York, too, bridge parties gather at clubs and private houses, and pursue the gambling with much passion. At these parties the gains and the losses are considerable and sometimes great, and in the aggregate must be very much larger than those in the now small number of public gambling establishments remaining.

These facts so well known to everybody at all acquainted with the present habits of fashionable society that it is not remarkable that the pulpit expresses alarm because of them. Gambling made fashionable among women is a rather serious matter. It is bad enough among men, but when the mania extends to women, who are held tighter in its grasp, the moralist has special reason to fear the consequences. Probably there has never been a time when the vogue of gambling among women of fashionable society was wider than it is now, and it is not unreasonable to suppose that it will increase. Luxury palls and new varieties of social stimulation are sought. The devil finds mischief still for idle hands to do. By the side of the excitement of gambling the routine of the usual fashionable amusements is dull and stale.

The somewhat frantic revival and extension of fashionable gambling, it is pertinent to remark, have taken place at a time when the police are bitterly assailed because they have not altogether stamped out unfashionable gambling houses and poolrooms in this town. Commissioner McADOO is accused of culpable negligence because there still remain a few gambling establishments; and among his sharpest critics are some of the very people in whose own houses men and women gamble regularly.

and passionately, and in whose social circle are many women who assemble for the purpose by day and by night. No congregation in a fashionable church is without such women among its members, and gambling is general among the men of the society they frequent.

Who Is the Borrower?

Some observers are amused and more surprised by the sight of Mr. BRYAN and the Democrats in the act of holding up Mr. ROOSEVELT's hands as he labors for the enlargement of the powers of the Interstate Commerce Commission and for Government supervision of railroad rates. The Hon. JOHN SHARP WILLIAMS and the Democratic brethren in the House of Representatives rally around the President with a well simulated enthusiasm. They will be his shields against monopolistic Republicans, if such there be in Congress.

In this lightning change comedy of politics has Mr. BRYAN "flopped" to Mr. ROOSEVELT or has Mr. ROOSEVELT "flopped" to Mr. BRYAN? Have the Democrats become Republicans or the Republicans become Democrats?

The best way of answering these questions is to consult the Republican national platform and the Democratic national platforms, beginning with 1896, the first year of Bryanization.

What did the Republican platform of 1896 say upon this now all-obscuring and supreme subject of Government regulation of railroad rates?

Nothing.

What did the Republican platform of 1900 and 1904 say about it?

Nothing.

Turn now to the Democratic books. First the Democratic platform of 1896:

"The absorption of wealth by the few, the consolidation of our leading railroad systems and the formation of trusts and pools require a stricter control by the Federal Government of those arteries of commerce. We demand the enlargement of the powers of the Interstate Commerce Commission and such restrictions and guarantees in the control of railroads as will protect the people from robbery and oppression."

In 1900 the Democrats called for laws "providing for publicity as to affairs of corporations engaged in interstate commerce," and requiring these to "show, before doing business outside of the State of their origin," that their stock is not watered and that they are not trying to monopolize. More specifically as to railroads:

"We favor such an enlargement of the scope of the Interstate Commerce law as will enable the Commission to protect individuals and communities from discriminations and the public from unjust and unfair transportation rates."

The Democratic national platform of 1904 repeats the cry of 1896 and 1900:

"We demand an enlargement of the powers of the Interstate Commerce Commission, to the end that the traveling public and shippers of this country may have a prompt and adequate relief from the abuses to which they are subjected in the matter of transportation."

Three times the Democratic party was beaten. Three times its platform was rejected. Three times the Republicans showed by their silence that they did not want the powers of the Interstate Commerce Commission enlarged.

In his message to Congress Dec. 6, 1904, Mr. ROOSEVELT said:

"The Government must, in increasing degree, supervise and regulate the workings of the railways engaged in interstate commerce, and such increased supervision is the only alternative to an increase of the present evils on the one hand or a still more radical policy on the other. In my judgment, the most important legislative act now needed as regards the regulation of corporations is this act to confer on the Interstate Commerce Commission the power to revise rates and regulations, the revised rate to go at once into effect, and to stay in effect until the court of review reverses it."

Thus Mr. ROOSEVELT complied with the Democratic "demand" for an enlargement of the powers of the Interstate Commerce Commission. Naturally the Democrats, like MOLIÈRE, take their own, where they find it.

Raising the British Flag in the Arctic.

When the Newfoundland steam sealer Neptune returned to St. Johns about three months ago, a few lines in the newspapers announced that she had been as far north as Cape Sabine in 75 degrees 30 minutes north latitude, where the Greeley expedition passed a tragical winter and where PEARLY made his last explorations. Nothing more was said, but some details of the Neptune's interesting voyage far toward the pole have come to the surface.

The fact is that after leaving Hudson Bay the Neptune touched at all lands on the west coast of Davis Strait and Baffin Bay, raised the British flag and went through the formality of declaring them to be a part of the Dominion of Canada. All these lands are on the eastern edge of the Arctic archipelago to the north of the American mainland. The journey of the Neptune due north from Hudson Strait was about 1,075 miles, and as she followed the coasts and entered the more important inlets the voyage north must have been about 1,300 miles long.

It will be remembered that the Neptune was chartered by the Dominion Government in 1903 for two years to go to Hudson Bay and take formal possession of all the islands and coasts in the northern part of the bay. The party was in charge of A. P. LOW of the Dominion Geological Survey, and the ship was commanded by Capt. S. W. BARTLETT, well known for his participation in PEARLY's Arctic achievements. The party raised the British flag on the large Southampton and Melville Islands, and a post of the Northwest Mounted Police was established, with Major MOORE in command. Capt. BERNIER went north last summer on the Gauss, the German Antarctic exploring steamer purchased by Canada to relieve the Neptune and carry supplies to Major MOORE.

The Canadian authorities intend to send a steamer every year to Hudson Bay to communicate with this post. The Neptune found a Gloucester whaler in Hudson Bay, and gave notice that a tax would hereafter be imposed upon whaling and fishing equipment on all foreign vessels visiting Hudson Bay, and that these vessels would have to pay to Canada an export duty on their catch.

Canada holds that Hudson Bay is a closed sea and has been a British possession since the Treaty of Utrecht in 1713. Whether or not this claim is admitted, the shores around the bay are Canadian, and most of the whaling is done within the three mile limit, chiefly in the neighborhood of Chesterfield Inlet.

After the arrival of the Gauss in Hudson Bay, early last summer, the Neptune left those waters, and at the entrance to Hudson Strait was met by the steamer Eric, which filled her bunkers with coal. The Neptune then turned north and put into Cumberland Sound on the coast of Baffin Land, where the flag was raised and the declaration of British sovereignty proclaimed. This performance was repeated at a number of indentations on the long coast of Baffin Land, at Lancaster Sound, at North Devon, at Jones Sound, and at Cape Sabine on Ellesmere Land. Members of the expedition say that if the channels leading north from Smith Sound had not been filled with ice the Neptune would have gone on and raised the British flag on the shores of the Arctic Sea in Grant Land.

Whether the expedition crossed over to the west coast of North Greenland to annex that region to the British Empire is doubtful. The members say that they did not see any of the Cape York natives. This makes it evident that they did not visit that part of the Greenland coast between Cape York and Smith Sound. The whole of Arctic America west of Greenland, including the islands discovered by the Norwegian SVERDRUP, has now been declared to be a part of Canada. The Canadians say that they have claimed all this territory as a part of the British domain for many years, that nobody has ever disputed the claim, and the only reason for taking formal possession now is that they do not wish to incur any risk of "funny Alaska business." They claim everything to the Pole north of continental America.

The rest of the world will probably look on with interest but no excitement. Practically every part of this archipelago excepting the Sverdrup Islands, Grinnell Land and Grant Land was discovered by British explorers, and they took a prominent part also in exploring these two northern lands. It is different on the opposite shore of Greenland, where the Americans KANE, HAYES, HALL and PEARLY traced and named most of the region clear to the topmost part of Greenland discovered by PEARLY. It will be interesting to observe whether the British will try also to paint this coast red along with the rest of their empire.

Steamboat Inspection.

Secretary VICTOR H. METCALP of the Department of Commerce and Labor has forwarded to Congress eight bills for the amendment of the steamboat inspection law, the measures having been recommended by the commission which investigated the burning of the General Slocum in this harbor last summer. Some of the bills aim to correct abuses and faults in the inspection service which were well known even before general attention was directed to the subject by the disaster on the Slocum. Congress at its last session was asked by Secretary GEORGE BRUCE COITELY to abolish the system of payment under which the salary of an inspector depends upon the number of vessels he examines. Mr. METCALP repeats this recommendation, and he calls attention again to the fact that the present law is so carelessly drawn that the inspection districts are not even designated correctly in the statute.

Under the existing law the equipment required in a steamboat is fixed by statute, and one of the principal reforms urged by Mr. METCALP is that all details should be left to regulation under rules to be adopted by the Board of Supervising Inspectors. This change would give an elasticity to the system which is impossible in any statutory code. Another amendment would make the annual inspection compulsory, and not dependent upon the application of the master or owner, as the law now provides. Still another would give power to the inspectors to enforce the repair, removal or destruction of condemned equipment, for which they have now no authority.

In general, the proposed amendments aim at an extension of the powers of inspectors and supervising inspectors in the interest of the traveler. Mr. METCALP declares that "few, if any, revisions are contained in the amendments which can meet with any reasonable objection." The inadequacy of the law now in force is shown vividly by the fact, to which the Secretary draws attention, that "the Grand Republic was able to keep on navigating, notwithstanding that a reinspection of said vessel showed that she was in at least as dangerous a condition as the Slocum." In strengthening the law Congress will perform tardily a duty for the neglect of which it can have no good excuse. But the protection of passengers on steamboats lies finally in the hands of the executive officers who enforce the law. The most stringent code will be ineffective if it is not enforced strictly, and the history of the Slocum showed that even the law as it reads now was not enforced as it should have been in this district.

Good Conditions in Guatemala.

A few days ago a current rumor represented Guatemala as on the edge of a revolution. If such an enterprise existed at all, it must have died in its extreme infancy.

On New Year's Day President MANUEL ESTRADA CABRERA held his customary reception, and was visited by all the members of the diplomatic corps resident in the capital city. Among the countries thus represented were the United States, Great Britain, Germany, France, Italy, Mexico, Belgium and Chile. The dean of the corps, the Spanish Minister, being absent by reason of ill health, the address of the occasion was made by the American Minister, Mr. LESLIE COMBS of Kentucky.

After some fitting preliminary remarks, Mr. COMBS said:

"Upon such an occasion as this criticism or compliment would be alike out of place, but it may be permitted to mention the wonderful development in Mexico in the past ten years; the great work now in hand to the south, and to predict that Guatemala in material wealth and well being has a great future before her. We hope this will be realized in your next administration, and that this year of 1905 will distinctly mark its advent."

The wise base their hopes of the future upon their experiences of the past, and we look to the peace and order maintained by your administration in the past seven years as a guarantee that your people may expect as much in those that are to follow.

"We remember that, called to your position of responsibility by a tragedy, you have firmly held the authority with which you have been intrusted; we remember that by the diplomatic settlement of 1902, by arbitration and negotiation you have settled all the foreign claims of importance against your Government, and have given rise to not one of those international incidents which would have cooled after the terrible disaster of Santa Maria, when railway spikes were being driven to its base, and the Mazatenango Railway opened, and the Northern Railway contract seems to guarantee the completion of that highway to the Atlantic at an early date."

"These achievements in a period of depression, in the face of natural phenomena of almost unparalleled destructiveness, warrant the hope that conditions may enable you to direct the destiny of Guatemala in the future, and to the highway to that position all hope may one day occupy."

"A noble field lies before you; that you may be able to occupy it to the greatest advantage of your country is our earnest wish. This wish is our New Year offering."

In his message to Congress a few months ago President CABRERA reported the national revenues for the preceding year as \$17,588,884, Guatemalan money, a sum which is about \$550,000 in excess of expenditures. The exports of the country, figured in terms of American gold, are a little in excess of \$7,000,000 annually, nearly \$3,000,000 worth of coffee and other products being sent to the United States. The imports approximate \$3,000,000, in gold prices, about 60 per cent. being purchased in this country. In about another year a railway, now being constructed by American capital, will connect Puerto Barrios, on the Atlantic side, with Guatemala City, by a line of 155 miles in length. From Guatemala City a line runs to San José, on the Pacific Coast. A connection will thus be made between the two oceans, and American ports will be brought within five to seven days' run from the Guatemalan capital.

This is a much pleasanter statement than rumors and stories of revolt, debt and defaulted payments, and THE SUN echoes very cordially the hopes expressed for the future of our Central American neighbor.

When you consider the temptations to ambition and enterprise which membership in any committee to solicit subscriptions presents, the act of the Hon. JOSEPH W. BAILEY in withdrawing voluntarily from such a committee becomes really impressive.

By nominating JOHN DE WITT WANNER for Mayor this fall the Citizens' Union can complete with ease and certainty its self-elimination from consideration in the New York political situation.

France's Power of Assimilation.

TO THE EDITOR OF THE SUN.—Sir: To many Europeans it will appear that the inference in Mr. A. Underhill's article in *Scribner's* that the United States is the only country where foreigners forget their racial animosities and become patriotic citizens is highly inaccurate, as are most American comments on European matters. The population of France is only kept up by immigration, mostly from Germany, Italy, Switzerland, Belgium and Luxembourg. These foreigners learn French at once, and are not already known to become more French than the natives. They work on the streets and roads of France, and do not display their racial animosities. The Alsatians, who are of German race, often submit to many sacrifices in order to be French citizens.

Similar facts may be observed in England, where the immigrant population. The population of Whitechapel is now largely Jewish, and is distinctly patriotic to its adopted country. At the head of English social and business life are many Jews. They are the Bais, Mr. Alfred Beit, Mr. Ernest Cassel and others, who get along nicely together and are very patriotic. Those of them who are Jews exhibit less animosity than those of the same race in the same country.

NEW YORK, Jan. 30. HORACE GRACE.

A Woman's Views of the New York Police.

TO THE EDITOR OF THE SUN.—Sir: A number of gentlemen met the other day to ask for police reform. They are all well known, and one of them can help seeing that they made a mistake. They damage the cause of reform by starting a movement which will get very little support.

It is said all sides that our police is better than it ever was before. It is assuredly better than it was under Mayor Low's administration. The press of this city, which is the management of the Mayor, is the only one that is not a party line in saying that it was poor. But there was no committee endeavoring to bring about police reform. If a committee of that kind is formed now it will only cause a comparison between this administration and the one before it, and when one reform movement is weak others of the same kind will be stronger.

It is not allowed to vote, and the voting laws with imbeciles and criminals, but perhaps THE SUN will permit me to show that some women have more common sense than the men.

NEW YORK, Jan. 30. MEMORIA.

Education and Muscular Training.

TO THE EDITOR OF THE SUN.—Sir: It is not possible now, and for all to make clear the meaning of the word "education," to readers of THE SUN, at least?

A correspondent asks in this morning's edition who is the better educated, President Eliot or the man who is called "the great one."

Education is discipline of the intellect, establishment of principles, regulation of the heart's emotion and cultivation of the mind. It does not consist in the mere filling of the head with a few or all of the muscles of the body; that is training. Neither does it mean the perfection of the physical condition of the human body, unless done along with the intellectual, scientific, literary, and then it is only to be considered as a fractional part of an educational scheme.

From a factious question may sometimes come good.

NEW YORK, Jan. 30. LAUGHAR.

Heredit.

Klicker—"What are you first words?"

Bocker—"She said, 'Am I the first you ever kissed?'"

So still it is, in fact, thoughts go back to election's afternoon.

The night the Judge, at fall of dew, Announced, as counsel does when through:

"Bogus rests."

NEW YORK, Jan. 30. A. H. F.

Esopus—A Wintery Rodeau.

Esopus rests beneath the snow.

The lawn and paths are smug and low.

The porch, fair summer's rendezvous,

In quiet of its sleeping loze;

And sparrows pass on tip of toe.

No hackmen joggle to and fro.

The trains upon the bank below

Don't stop; that last one simply flows

By rapid wheels.

NEW YORK, Jan. 30. LAUGHAR.

Force of Habit.

There was once a peasant so queer

He wrote on a typewriter clear;

And when he was through

Pray what did he do

But hang it up over his ear.

NEW YORK, Jan. 30. LAUGHAR.

Heredit.

Klicker—"What are you first words?"

Bocker—"She said, 'Am I the first you ever kissed?'"

So still it is, in fact, thoughts go back to election's afternoon.

The night the Judge, at fall of dew, Announced, as counsel does when through:

"Bogus rests."

NEW YORK, Jan. 30. A. H. F.

Esopus—A Wintery Rodeau.

Esopus rests beneath the snow.

The lawn and paths are smug and low.

The porch, fair summer's rendezvous,

In quiet of its sleeping loze;

And sparrows pass on tip of toe.

No hackmen joggle to and fro.

The trains upon the bank below

Don't stop; that last one simply flows

By rapid wheels.

NEW YORK, Jan. 30. LAUGHAR.

Force of Habit.

There was once a peasant so queer

He wrote on a typewriter clear;

And when he was through

Pray what did he do

But hang it up over his ear.

NEW YORK, Jan. 30. LAUGHAR.

Heredit.

Klicker—"What are you first words?"

Bocker—"She said, 'Am I the first you ever kissed?'"

So still it is, in fact, thoughts go back to election's afternoon.

The night the Judge, at fall of dew, Announced, as counsel does when through:

"Bogus rests."

NEW YORK, Jan. 30. A. H. F.

Esopus—A Wintery Rodeau.

Esopus rests beneath the snow.

The lawn and paths are smug and low.

The porch, fair summer's rendezvous,

In quiet of its sleeping loze;

And sparrows pass on tip of toe.

No hackmen joggle to and fro.

The trains upon the bank below

Don't stop; that last one simply flows

By rapid wheels.

NEW YORK, Jan. 30. LAUGHAR.

Force of Habit.

There was once a peasant so queer

He wrote on a typewriter clear;

And when he was through

Pray what did he do

But hang it up over his ear.

NEW YORK, Jan. 30. LAUGHAR.

Heredit.

Klicker—"What are you first words?"

Bocker—"She said, 'Am I the first you ever kissed?'"

So still it is, in fact, thoughts go back to election's afternoon.

The night the Judge, at fall of dew, Announced, as counsel does when through:

"Bogus rests."

NEW YORK, Jan. 30. A. H. F.

Esopus—A Wintery Rodeau.

Esopus rests beneath the snow.

The lawn and paths are smug and low.

The porch, fair summer's rendezvous,

In quiet of its sleeping loze;

And sparrows pass on tip of toe.

No hackmen joggle to and fro.

The trains upon the bank below

Don't stop; that last one simply flows

By rapid wheels.

NEW YORK, Jan. 30. LAUGHAR.

Force of Habit.

There was once a peasant so queer

He wrote on a typewriter clear;

And when he was through

Pray what did he do